

**IN THIS ISSUE:**

State Affairs Committee News	1
PFAS language in Defense Bill raises concerns for airports	2
AIRPORT MEMBERS IN THE NEWS	3
→ How kids can get free air show tickets	3
→ More on Florida International Air Show	4
→ How plans for Pensacola's airport took flight	6
→ Hurricane Dorian: PBIA waives certain fees for humanitarian relief flights	6
→ Dorian Relief Effort Update	7
DATES TO REMEMBER	4
WELCOME NEW MEMBER	7
AROUND THE STATE	8
→ FDOT building facility to test autonomous cars	8
AROUND THE NATION	8
→ The Week Ahead - from	8
→ Senate Commerce Committee holds TSA	9
→ New Director named for FAA Office of Airport Planning and Programming	9
BUSINESS & EMPLOYMENT OPPORTUNITIES	9

# AIRMAIL '19



**September 12, 2019**

**Issue 19-14**

## State Affairs Committee establishes 2020

### Legislative priorities

The State Affairs Committee, headed by Luis Olivero (GOAA), FAC Vice-Chair, conducted its first organizational call on Monday September 9<sup>th</sup>. The committee and participants on the call focused on the legislative priorities we expect to promote during this year's legislative session that begins on January 14, 2020. Below is the list of priorities to date. This list will be updated regularly as the session progresses.

*Interested in participating in the discussion - join the State Affairs Committee by going to the FAC website and updating your profile to include membership on this important committee.*

#### **High Priority:**

1. Aviation Work Program State Funding for Airport Development Grant Program - FAC supports state funding for airport development that is no less than that which is proposed by FDOT in the Tentative Work Plan for 2020/21. *2019/20 Final Budget - Aviation Development Grant Program funded at \$266,471,920. FDOT estimated budget for 2020/21 - \$274,623,935, which includes \$25,000,467 for spaceports.*
2. PFAS - The FDEP is in the process of performing investigations at a number of federal, state, and local facilities that use or have used PFAS to determine the presence of PFAS in soil and groundwater at those facilities. FDEP intends to take action to require further assessment and cleanup of these compounds, if found. PFAS is a family of several thousand chemicals that are used in a wide variety of products and processes, including firefighting foams (AFFF). *FAC is seeking an exemption from the costs associated with any investigation or clean-up as these chemicals are required by FAA for ARFF.*
3. 2019 HB905 FDOT/Engineering - Certified Engineering Inspection (CEI) Services required in addition to design Engineer of Record (EOR) - As identified in the final bill staff analysis, this bill will likely have a negative fiscal impact on local governments. Airports are seeking an exemption from this provision again this year as Seaports did in the 2019 Bill. *FAC has a Senate Bill sponsor for an exemption for airports. We are seeking a House sponsor.*
4. Turo/Peer-to-peer vehicle transactions - FAC is determining how this business will impact rental car, TNC and on-demand transportation services. 2019 legislation was proposed by Senator Keith Perry relating to Vehicles For Rent Or Lease. The legislation did not pass.
5. Real ID - Real ID (authentication/issuance of state driver's licenses and identity documents) will be a requirement for all travelers in the U.S. effective October 1, 2020. FL Airports and the state need to be prepared for how this will impact the traveling public as all U.S. states, including those with Florida as a major destination, are not in compliance (Florida is compliant).

**Support:**

6. Elimination of Tax on Aircraft Sales and Leases - FAC supports the elimination of the state's tax on the sale or lease of all aircraft in the State of Florida.

commercial and general aviation airports. FAC is opposed to any further attempts to waive, reduce or suspend existing aviation fuel taxes on a local or statewide basis.

**Monitor**

7. Aviation Fuel Taxes - FAC is committed to a sustainable State Transportation Trust Fund, with stable, reliable aviation revenue sources sufficient to provide for the increasing capital and development needs of Florida's

8. Concealed Weapons or Open Carry of Weapons in Airport Terminals - FAC is OPPOSED to any legislation related to concealed weapons and firearms which alters the areas of an airport where a person is prohibited from openly carrying a handgun or from carrying a concealed weapon or firearm.

**The Florida Airports Council is celebrating 50 years of successfully advocating for the issues that matter most to our state's publicly owned and operated airports, serving as the voice for Florida's airports now and in the future.**

**Join us to "walk the halls" of the House and Senate to promote Florida airport and aviation issues important this legislative session.**

**Fly-In Schedule:**

<b>October 16, 2019</b>	<b>7:30 a.m.</b>	<b>Continental Breakfast</b>
		<b>Review meeting schedule, group breakouts</b>
		<b>Discuss talking points</b>
	<b>8:00 a.m.</b>	<b>Begin meetings on the Hill</b>
	<b>6:00 p.m.</b>	<b>Reception - North Terrace, Hotel Duval</b>
<b>October 17, 2019</b>	<b>8:00 a.m.</b>	<b>Board of Directors Meeting - Opal Room, Hotel Duval</b>

Click [HERE](#) to learn more and register.

***PFAS language in Defense Bill raises concerns for airports***

**A**AAE President and CEO Todd Hauptli this week sent a letter to House and Senate leaders highlighting airport concerns about a House-approved proposal that would require the Environmental Protection Agency to designate per- and polyfluoroalkyl substances (PFAS) as hazardous under the Superfund law.

If enacted into law by Congress as part of the annual defense authorization bill, the proposal could lead to extensive and costly litigation and clean-up efforts at airports that currently are required by federal regulation to use firefighting foam that contains PFAS, the letter stated.

Hauptli said that airports are eager to use PFAS-free alternatives, but he pointed out that none are currently approved. The Senate-passed version of the defense bill does not contain a similar provision regarding the designation of PFAS. Hauptli urged that, at a minimum, in the final version of the legislation Congress should include language that would specifically exempt airports from any liability for using PFAS as required by federal regulations. AAE will hold a PFAS workshop Nov. 14-15 in Alexandria, Virginia. [Click here](#) for information on the workshop and to register.

***Confused about Sales Tax on Rental Space at Florida Airports?***

*There is continuing confusion about collecting the state sales tax from airport tenants, which has been caused by FL Department of Revenue's attempt to simplify the issue by combining two different taxes with their two different rates and their generally different, but sometimes overlapping at airports, applications.*

*Tune in to a special webinar on Wednesday, September 25<sup>th</sup> at NOON for a discussion led by Ben Phipps, Phipps & Howell, to clarify the current conditions and to discuss important legal issues faced by Florida airports.*

## *When it comes to travel, September 11 did not defeat us* (Source: [Travelpulse.com](http://Travelpulse.com))

It's hard to imagine it's been 18 years since the horrific attacks of September 11, 2001, particularly for those of us who live in New York, where the Twin Towers fell and killed almost 3,000. Children born that year are now high school seniors or college freshmen if you're looking for perspective, and yet the memories are still fresh and still vivid. And still heartbreaking.

What brings it home even further is the addition of more than 300 names to the 9/11 Memorial since it was dedicated in 2011 – names of first responders who suffered greatly from working at the site. But it didn't break us. It didn't defeat us.

Still, we ride. Still, we fly.

According to the U.S. Department of Transportation's Bureau of Transportation Statistics, 628 million Americans took to the air in 2011. Last year, it was 893 million. Steady and consistent growth every single month, every single year, since the 9/11/01 attacks. In fact, 34.8 million Americans flew during



the month of September in 2001, a figure obviously skewed by the three days that air travel was grounded in this country. The next month, 44 million people flew and we haven't had a month in the 30s since September of 2001.

It's our resilience. It was our determination to not let the terrorists get the best of us. Not that there weren't anxious travel moments in the aftermath. Personally, several

things stick with me. One was the day itself – surreal, horrifying, sad. As fate would have it, September 11, 2001 was the day we put our one-year-old in daycare and I wanted to be there, so I took the day off from work in Manhattan. We lived in the Hudson Valley, north of the city.

When my wife and I got home that morning, at around 9:30ish, we walked in the door and the answering machine was blinking "11." I turned to her and said, "Eleven messages in an hour since we walked out of the house? I think before I hit this button we better prepare ourselves that we lost someone." Turns out, we all lost someone that day.

**Keep reading...**

## AIRPORT MEMBERS IN THE NEWS

### *How kids can get free air show tickets*

**P**UNTA GORDA — Students in kindergarten through fifth grade can earn free tickets to the Florida International Air Show held November 1st through 3rd.

All they have to do is read an aviation-related book and write three things they learned about aviation or liked about the book. There is a form parents must fill out and submit to the student's teacher. The form must also include a short summary, with length determined by the teacher. The form can be found on <http://www.floridaairshow.com>

Home school students also have the opportunity to earn their free ticket. Parents can email the form, which must be signed by the parent, to [floridaairshow@outlook.com](mailto:floridaairshow@outlook.com). Once the form is submitted, students will earn a free ticket and can choose what day they would like to attend the event. They must, however, be accompanied by an adult who paid admission.

Tickets will be distributed October 28. This year's air show is November 1-3 at Punta Gorda Airport. For more information about the air show, visit [FloridaAirShow.com](http://FloridaAirShow.com).





***Greg Koontz and The Alabama Boys return to the 2019 Florida International Air Show***

**Meet Greg Koontz**

Greg Koontz learned to fly in 1969 getting his Private Pilot Certificate when he turned 17 years old. In his senior year in high school, Greg restored a 1946 Piper J-3 Cub in his mother's garage and flew the antique plane for 300 hours to gain experience for a flying career. Before turning 18, he sold his Piper Cub, using the money to take lessons for his commercial pilot certificate and all the pilot ratings he would need to pursue the pilot profession. Well before that birthday, Greg was working as a flight instructor and attending Business College at the University of Montevallo in Alabama.

At age 20, Greg got his start in the airshow business when he bought another Piper Cub from Ernie Moser in St. Augustine, Florida. Soon Ernie was calling Greg wanting to borrow back the Cub to use it in his traveling airshow called Ernie Moser's Flying Circus. Greg agreed to lend Ernie the use of the Cub if he could perform in the airshow doing a comedy act. Ernie agreed and after the first show Greg was hired to perform in all the shows the flying circus did.

Greg soon was working full time for Ernie Moser and his son Jim Moser living in St. Augustine, FL. As the years went by he learned more aerobatics and other airshow skills.

Ernie let Greg perform his famous "World's Smallest Airport" stunt where he lands on a moving pickup truck. Jim Moser taught him to perform low level aerobatics in the Great Lakes Bi-Plane and later in the Super Decathlon. Greg stayed with the flying circus until deciding it was time to "get serious work" and pursue a corporate flying career in 1981. Until 2002 Greg flew jet aircraft for a corporation in Alabama and performed airshows in his spare time. Greg is known throughout the USA and parts of Latin America as the foremost authority on the Super Decathlon aircraft. Besides doing an inverted ribbon cut 15 feet above the ground in airshows, Greg specializes in teaching pilots how to fly aerobatics in his Super Decathlon.

Today Greg is a full time airshow and aerobatics professional. Greg and his wife Cora run a Bed & Breakfast on a private grass strip in Ashville, AL. The B&B is home for Greg's busy aerobatic school and airshow business. Since 2003 he has been sponsored by American Champion Aircraft which supplies him with new Super Decathlons to demonstrate in front of millions of people each year. You can find out more about Greg Koontz Airshows and how you might learn aerobatics at his B&B by checking out [www.gkairshows.com](http://www.gkairshows.com).

DATES TO REMEMBER		( New ← )
	Location and Links	Date
<b>Tampa Bay Aviation Association Safety Day</b>	<b>Tampa International Airport Boardroom</b> For details and to register, click <a href="#">here</a>	<b>September 20, 2019</b> Starting at 9:00 AM
<b>CFASPP Round 2019-3</b>	<b>Various</b> Click <a href="#">here</a> for more information	<b>Sept 24-Oct 10, 2019</b> ←
<b>WEBINAR: Sales Tax on Rental Space at Florida Airports</b>	Click <a href="#">here</a> to register	<b>September 25, 2019</b> ← Noon
<b>2020 State Legislative Fly-In</b>	<b>Hotel Duval, Tallahassee, FL</b> 415 North Monroe Street Click <a href="#">here</a> to register and <a href="#">here</a> for sponsorship opportunities FAC Room Rate Available Starting on Tuesday, September 3	<b>October 16, 2019</b> 7:30 AM - 7:30 PM
<b>FAC Leadership Development Training</b> Leadership Development (ALD) & Situational Leadership (ASL) for Airport & Transportation Professionals	<b>Omni Orlando Resort at ChampionsGate</b> 1500 Masters Blvd., ChampionsGate, FL 33896 Click <a href="#">here</a> for more details Click <a href="#">here</a> to register	<b>ALD - October 21-23, 2019</b> <b>ASL - October 23-25, 2019</b>
<b>Florida International Air Show</b>	<b>Punta Gorda Airport</b> Challenger Boulevard, Punta Gorda, FL 33982 For more information and to purchase tickets, click <a href="#">here</a>	<b>November 1-3, 2019</b>

Please email [lisa@floridaairports.org](mailto:lisa@floridaairports.org) with calendar updates.



**Florida**  
Airports Council

# FAC LEADERSHIP DEVELOPMENT TRAINING COURSES

## Leadership Development (ALD 101) and Situational Leadership (ASL 201) for Airport and Transportation Professionals

ALD 101 Class - October 21<sup>st</sup> to 23<sup>rd</sup>, 2019  
ASL 201 Class - October 23<sup>rd</sup> to 25<sup>th</sup>, 2019



# REGISTER NOW



*...for an upcoming training opportunity for airport and transportation professionals!*

The Florida Airports Council, together with the Florida Department of Transportation and Direct Effect Solutions, will be conducting the **Leadership Development** for Airport and Transportation Professionals Course (101) in Kissimmee, Florida from Monday, October 21<sup>st</sup> through Wednesday, October 23<sup>rd</sup>. The **Situational Leadership** Course (201) will begin October 23<sup>rd</sup> with a joint networking reception with ALD classmates in the evening, and will end Friday, October 25<sup>th</sup>.

### Why Attend ALD 101?

This management and leadership skill-building course is designed specifically for airport/aviation managers and professionals in the transportation industry. Course content uses materials developed through a Transportation Research Board Airport Cooperative Research Program (ARCP) project, Report 75. Participants will complete a 360° Assessment by their peers and co-workers, learn self-management and leadership fundamentals, leadership competencies including critical thinking, decision making, business case negotiation, and change management, and leadership engagement and application.

### Past Graduates of ALD 101 Class - Register NOW for ASL 201 Class!

The Situational Leadership Class builds upon the fundamentals of the ALD class and focuses on applying the essential topics in real-time, real-life leadership situations occurring in your industry today.

### ASL COURSE OBJECTIVES:

- ◆ Learn to recognize opportunities for influencing behavioral change within your airport environment
- ◆ Demonstrate the knowledge and skills to lead change at both the individual and organizational level
- ◆ Recognize the components of critical thinking
- ◆ Learn to apply critical thinking to organizational problems
- ◆ Learn to make effective leadership decisions in real-life airport situations
- ◆ Learn to diagnose root causes of issues and determine the necessary influences for change
- ◆ Demonstrate application of change management techniques in real-life airport situations

### Registration:

FAC Members/FL DOT/FAA	\$550
Non-FAC Member/Airport Staff	\$1,550
Non-FAC Member/ Transp. Professional	\$1,750

To register online: go to [www.floridaairports.org](http://www.floridaairports.org) and look under Upcoming Events, OR

Make checks payable to:  
**Florida Airports Council**  
5802 Hoffner Ave., Suite 708  
Orlando, Florida 32822



## LOCATION

**Omni Orlando Resort at Championsgate**  
1500 Masters Boulevard  
Championsgate, FL 33896

Click [HERE](#) to make your reservation  
Cut-off date for FAC hotel rate of \$179  
is Sept. 24th

## *How plans for Pensacola's airport took flight* (Source: Pensacola News Journal)



With each week, thousands pass through Pensacola International Airport, boarding their aircraft through jet ways that match the quality found in the nation's largest terminals. The boarding or discharge patterns in Pensacola have been systematized, and they link the actual flight with the experience of getting on and off an aircraft. However, if one looks back, things were quite different, in the beginning.

That beginning came in 1936. In the prior months, two local businessmen, Francis Taylor and Attorney J. McHenry Jones, viewed what was happening in bringing air service to other cities they had visited. They had asked themselves: "Why is that not happening in Pensacola?" Happily, these were men of action, and on their own, they began surveying open land north of the city proper, guesstimating what might be required to put an airport in place. Their study produced a site of some 500 acres which they discussed with city officials.

Mayor L.C. Hagler became interested in the work, and it was he who carried the ball on its next step. That step was to work with federal officials who had been harnessing worthy projects using Civilian Conservation Corps manpower and from a hastily erected wooden building. The CCC members cleared the potential airport land, and with that done, Hagler contacted officials of National Airlines, the one company which was originating flight across North Florida. With much ceremony, NAL arranged trial flights through Pensacola, using the basic CCC structure as the temporary terminal.

From that date, efforts were sporadic, yet when war came, Pensacola did have the beginnings of commercial air travel. For a time, National remained the sole carrier, with a schedule of stops in Biloxi-Gulfport, Mobile-Pensacola, St. Andrews Bay, Tallahassee, Lake City and Jacksonville. Planes used were 12 passenger twin engine Lockheed Lodestars.

Into World War II, the service expanded slowly. When war came, the processes was slowed when flight passengers could not board without a priority passport, which was difficult to obtain, but the works did continue. With war, it became possible to introduce daily flights to the north by Eastern Airlines, flying 21 passenger DC-3 Boeing aircraft. Through the war years, local officials requiring travel to the north were grateful for the service to Montgomery, Atlanta and

Washington. Through all of this, the vintage CCC white building remained Pensacola's terminal.

Public enjoyment of air travel broadened rapidly during the war years, but the local "airport" facilities remained much the same. For example, in 1950 a traveler who had passed through during the war had occasion to follow the same route. His holdover hours in Pensacola were spent in the same building, and while there, he also reported to a friend that he had witnessed the airport manager "shooing" a cow off the runway. **Keep Reading....**

## *Hurricane Dorian: PBIA waives certain fees for humanitarian relief flights*

Palm Beach International Airport will waive landing and fuel fees for flights that provide post-Hurricane Dorian humanitarian aid to the Bahamas. To be eligible for a fee waiver, the flight must be used to send food, water, or supplies; transport people providing humanitarian relief; help evacuate survivors; or participate in search-and-rescue missions.

Palm Beach County commissioners unanimously approved the ask Tuesday. Vice-Mayor Dave Kerner said he hoped the fee waivers would encourage more owners of private planes to participate in relief efforts. Laura Beebe, Palm Beach County airports director, said in a Sept. 4 email to County Administrator Verdenia Baker that she had received inquiries about waiving the fees from fixed base operators who are developing plans to partake in Dorian relief efforts.

Both landing and fuel fees will be waived at PBIA. But only fuel taxes will be waived at the Lantana Airport, the North County Airport and the Pahokee Airport. Fixed based operators — like Atlantic Aviation or Signature Flight Support, which provide services like maintenance, hangar space and rentals on the airport site — collect the fees from aircraft operators on behalf of the county. The operators would be in charge of documenting exempt flight operations. The airports department gave a budget impact estimate of \$14,000, which would equal about 540 of these flights in one month.

"Due to the fact the flights are solely for relief efforts, they represent incremental revenue that we would not have otherwise have received so the impact is actually revenue neutral," PBIA spokeswoman Lacy Larson said in an email to The Palm Beach Post. "In other words, we are not generating any increased revenues from the relief flights." The waiver is retroactive to Sept. 4 and runs through September 2020.



## Dorian Relief Effort Update

Our friends at Odyssey Aviation have given us some more information regarding how to help out in the Bahamas. Please see the PDFs below regarding information about **Aviation Support Donations**.

Any questions can be directed to:

### Julie Silberman

Odyssey Aviation

P (239) 202 0254 | C (561) 312 0953  
[jsilberman@OdysseyAviation.com](mailto:jsilberman@OdysseyAviation.com)

[Odyssey Dorian Relief- Donations and \(BFL Shipping info\)](#) - USA & Bahamas, wire banking instructions, (shipping info for Bahamas Freight Logistics, (B.F.L.)

[Odyssey Dorian -USA tax deductible donations information](#) – Tax-deductible donation info for U.S. taxpayers.

[Drop Off Locations In FLORIDA](#) - Other donation drop-off locations in FL, for extra-large shipments (Freight too big for B.F.L.)

[List of Relief Supplies Needed](#) - Although, financial support for aviation relief is the most vital at this juncture.

## CORPORATE MEMBERS IN THE NEWS



**Welcome to the Team!**

**Chad Schroeder, PE**



Michael Baker International Welcomes Chad Schroeder, PE to the Tallahassee, FL Office!

Mr. Schroeder has joined our Florida team as a Project Manager III (Design/CEI) in the Tallahassee Office. Chad will be assisting in the delivery of Highway and Civil/Aviation projects throughout North Florida. Chad is from Wisconsin, where he has over 16 years of experience working alongside WisDOT, supporting design and construction oversight for project delivery, as well as in-house owner's support through his GEC roles.

Chad is a professional engineer in seven states: IA, IL, MN, WI, FL, AL, GA, and holds radiation safety officer and nuclear gauge safety & hazmat certifications, in addition to being a Florida Stormwater and Erosion Control inspector. He

specializes in construction management and oversight, along with municipal, highway, and aviation experience and will lead the growth of the CEI group.

Chad and his wife Molly are excited to be in Florida to enjoy the warm weather. They are also Disney fanatics! Chad loves the outdoors and will be exploring the north Florida area as time permits - especially in winter when he would normally be hibernating indoors in Wisconsin!

### Welcome NEW Members!!

Mr. Joseph Greaves  
 Project Geologist  
**Aerostar SES LLC**  
 3550 St. John Bluff Road  
 Jacksonville, FL 32224  
 (904) 565-2820  
[jgreaves@aerostar.net](mailto:jgreaves@aerostar.net)

## AROUND THE STATE

### *FDOT building facility to test autonomous cars* (Source: NBC2)

You see it happening across the nation, people falling asleep while at the wheel in an autonomous car.

Most recently, a couple caught snoozing while speeding down a road in Massachusetts.

You could also be hearing about an autonomous car crashing. Some even fatal, like the one in Tempe Arizona last year. It involved an Uber self-driving car that hit a person walking on the road. Events like that are few compared to the number of crashes caused by drivers in total control of their cars.

"There were 40,000 deaths in 2017 approximately on our roads in America," said Paul Satchfield, the program management administrator for SunTrax. "Ninety percent of all accidents are caused by human drivers, so it's estimated when you get to full CAV those numbers are reduced by 90 percent. So that's 36,000 lives saved."

Satchfield said that fact is one reason why the FDOT is building SunTrax (<http://www.suntraxfl.com/>). It's a 465-acre facility to test autonomous vehicles that is currently under construction in Auburndale. The idea started in 2014. Crews began construction on the \$42.5 million outer track in June 2017, and they finished the 2.25-mile-long oval in April 2019. It is a little smaller than the track at The Daytona International Speedway. The multi-lane track is the only high-speed autonomous car testing facility in the southeastern U.S.

Shortly after, Governor Ron Desantis signed CS/HB 311 (<https://www.flgov.com/2019/06/13/governor-ron-desantis-signs-cs-hb-311-autonomous-vehicles/>) at SunTrax. The bill went into effect on July 1, and it allows fully autonomous cars to operate on public roads without a driver in the seat as a backup. That would be level 4 and 5 autonomy. Right now, that level of self-driving cars does not exist outside of test programs. Which is where SunTrax comes back in. Companies in Florida, like Nona Transportation (<https://www.facebook.com/lakenonatransportation/>) currently work with SunTrax.

They are a new company, and it's been fully operational since May in the Orlando area. David Hobson with Nona Transportation said with the new bill, other legislation and the development of SunTrax they needed to get in on the autonomous car industry in Florida.

"We could see the writing on the wall, and what's going to be coming and no one else has done this yet," said Hobson. "So we're like well worst-case scenario if this doesn't work, we've got really cool cars to drive."

[Read more...](#)

## AROUND THE NATION

### *The week ahead - from ACI-NA*

Congress returned to Washington Monday with three weeks remaining in the federal fiscal year. House leaders have announced plans to take up a bill next week to keep the government open past the current September 30 deadline. The length of their continuing resolution has not been determined yet, but leaders have floated the idea of pushing the deadline out to Thanksgiving or early December. It is unclear if Senate Republicans are willing to accept a clean stopgap measure that does not include additional funding for Trump administration priorities, such as the southern border wall, but they will be under pressure to avoid another government shutdown on October 1.

As a reminder, the House approved most of their appropriations bills before the August recess, while the Senate has not produced any bills yet. With Congress reaching a two-year budget agreement back in late July, the Senate Appropriations Committee plans to produce its bills this month. We will keep you updated when the DOT and DHS bills are released.

Also this week, the Senate Commerce Committee will hold a TSA oversight hearing on Wednesday with Acting Deputy Administrator Patricia Cogswell testifying. You can view that hearing beginning at 10:00am EDT [here](#).

Finally, CBP and TSA have begun returning to their duty stations personnel temporarily reassigned this spring and summer to assist Border Patrol activities along the southern border. Of the 731 CBP officers transferred to the southern border, 531 have been returned to their ports-of-entry, leaving 200 officers to assist Border Patrol. CBP does not anticipate returning any of the remaining 200 officers anytime soon. These officers will rotate on a 30-day basis, and CBP says it is pulling them from airports, seaports, and land ports all around the country to ensure a minimal impact to any single port-of-entry. TSA reports that about 180 agency employees are currently stationed at the southern border, down from a high of about 350 earlier this year.

***Senate Commerce Committee holds TSA hearing on 9/11 anniversary***

On the 18th anniversary of the September 11 attacks, the Senate Commerce Committee held a TSA oversight hearing where Acting Deputy Administrator Patty Cogswell discussed a wide array of aviation security topics, including the law enforcement officer reimbursement program, computed tomography (CT) technology, the reassignment of TSA officers to the Southern border, the upcoming REAL ID deadline in October 2020 and the use of biometrics.

In addition to those topics, several senators inquired about the administration's move to shift approximately \$230 million from the TSA to fund operations on the Southern border. Sen. Jon Tester (D-Mont.) noted that money should not be shifted away from the TSA in light of administration proposals the past few years to eliminate funding for agency staffing of airport exit lanes.

Sen. John Thune (R-SD) offered a vocal endorsement of the TSA law enforcement officer (LEO) reimbursement program in his remarks. Sen. Thune noted that last year's TSA Modernization Act expanded the LEO reimbursement program, which he said "greatly benefited" airport security in South Dakota. Cogswell replied that TSA is extremely fortunate to have good relationships with state and local law enforcement divisions and discussed some benefits of the LEO reimbursement program.

Responding to a question from Sen. Shelley Moore Capito (R-W.Va.), Cogswell noted that TSA has already identified where

300 CT machines will be deployed beginning this fall. Factoring in risk and different airport environments, TSA plans to deploy these first CTs in both large and small airports.

In addition, Cogswell said that TSA currently has 180 employees serving on the Southern border, down from a high mark of 350 earlier this summer. Cogswell said the number of reassigned staff continues to decrease.

***New Director named for FAA Office of Airport Planning and Programming***

Robert "Bob" Craven will join the FAA as director of the Office of Airport Planning and Programming on Sept. 30. He will replace Elliott Black, who assumed a new role as director of airport policy several months ago.

The Office of Airport Planning and Programming (APP) is responsible for national airport planning, environmental and social requirements, airport grants, property transfers, and passenger facility charges. The office also ensures the adequacy of the substantive aspects of FAA rulemaking actions relating to these programs.

Craven comes to the FAA with a strong background in military aviation, serving in both the U.S. Army and the U.S. Air Force. He has since worked for the Department of Defense as a civilian in leadership roles. Craven also has experience in airport development and program implementation, including airport construction and rehabilitation which maintaining airfield operations.

**Business and Employment**

**Opportunities**



**REQUEST FOR PROFESSIONAL ENGINEERING SERVICES**

The Bartow Airport Authority of Bartow, Florida, hereby requests Letters of Interest from Professional Aviation Consulting firms desiring to render services at the Bartow Executive Airport. The Bartow Airport Authority is seeking a multi-service firm capable of providing architectural, engineering, intermodal development, planning, design, construction, economic development, environmental assessments/impacts, geotechnical resources, resident inspection, business consulting services, and surveying related to the implementation of aeronautical/non-aeronautical projects.

***Interested firms are requested to indicate their interest in this project by submitting four (4) copies of a Letter of Interest to Mr. John Helms, Executive Director, Bartow Airport Authority, Post Office Box 650, Bartow, Florida 33831-0650, on or before 2:00 p.m. (local time), October 17, 2019.***



**Florida  
Airports Council**

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[info@floridaairports.org](mailto:info@floridaairports.org)



**INVITATION TO BID**

**NOTICE IS HEREBY GIVEN** that the Board of Commissioners, Palm Beach County, State of Florida, will receive sealed bids from qualified Contractors, at:

Palm-Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, Florida 33406

**September 19, 2019 (Per Addendum No. 2)** at the hour of **2:00 PM**, Local Time, and said bids will be opened and publicly read immediately thereafter in the conference room, at the above address, on the same day for:

**North Palm Beach County General Aviation Airport (F45)  
Perimeter AOA Security Fence Improvements  
Palm Beach County Project No. NC-19-1  
Palm Beach County Department of Airports**

Bidders can download and print the Contract Documents free of charge by visiting the County's Vendor Self-Service Website: <https://pbcvssp.co.palm-beach.fl.us/webapp/vssp/AltSelfService>.

To submit requests for more information, please contact Gary M. Sypek, Director of Planning, [gsypek@pbia.org](mailto:gsypek@pbia.org)



**Position:** Project Manager  
**Location:** Tampa or Orlando

**Position:** Project Engineer  
**Location:** Tampa or Orlando

American Infrastructure Development, Inc. (AID) is looking for a Professional Civil Engineer to join our Team as part of our growth in the aviation industry. Experience with the design and management of airport projects would be required. This would include a thorough knowledge of FAA and FDOT guidelines, including Grants and grant compliance. A minimum of 10 years of experience, including client interaction, would be required.

**Interested parties should contact Sabina C. Mohammadi, President-CEO**  
813-374-2200 O / 813-245-7327 C  
[sabina@aidinc.us](mailto:sabina@aidinc.us)